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The call of South America

New York

1923-24

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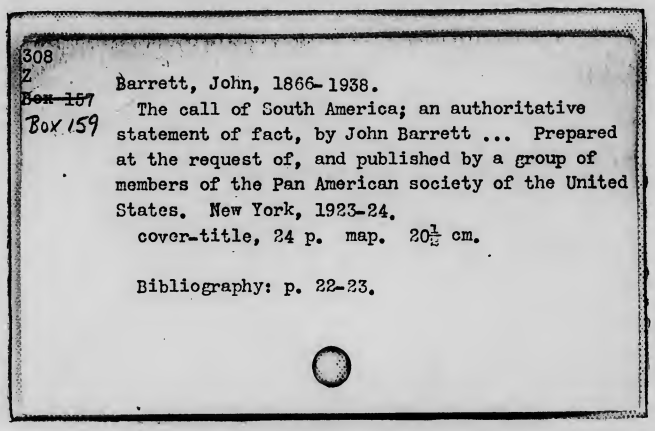

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THE CALL OF SOUTH AMERICA

AN AUTHORITATIVE STATEMENT OF FACT

BY

JOHN BARRETT

DIRECTOR GENERAL, PAN AMERICAN UNION, 1907-1920; UNITED STATES MINISTER TO ARGENTINA, PANAMA, COLOMBIA, 1903-1907; DELEGATE, SECOND PAN AMERICAN CONFERENCE, MEXICO, 1901-1902; COMMISSIONER TO ASIA, 1902-1903; U. S. MINISTER TO SIAM, 1894-1898; FOUNDER AND VICE-PRESIDENT, PAN AMERICAN SOCIETY OF UNITED STATES; NOW COUNSELLOR, ADVISER AND ARBITRATOR IN PAN AMERICAN AND OTHER INTERNATIONAL AFFAIRS

PREPARED AT THE REQUEST OF, AND PUBLISHED BY A GROUP OF MEMBERS OF THE PAN AMERICAN SOCIETY OF THE UNITED STATES

NEW YORK CITY
1923-24

Gift of
The University Club
4-16-24

DEDICATED to Calvin Coolidge, President of the United States, a fellow native Vermonter with the author, who has manifested, in his private and public utterances and in his official acts, a profound and sincere interest in practical Pan Americanism and in the call of great and potential South America to her sister appreciative North America.

Copyright applied for

FOREWORD

WE, a group of members of the Pan American Society of the United States, co-operating with a group of officials at Washington acting unofficially, all interested in bringing about a better knowledge of South America and the strengthening of the ties of Pan American friendship and intercourse, commercial and cultural, and believing that travel is one of the most practical, popular and powerful influences to develop mutual trust and understanding as well as trade, among the Americas, invite all persons, feeling the "Call of South America," and contemplating travel abroad, to read this booklet.

We believe that now is a most opportune time for increasing widespread interest in Latin America and Pan Americanism. The present growing atmosphere of comity and commerce among the American peoples, and the vast impending material and economic development of South America's limitless resources, support this belief.

From a careful study of the attitude of persons who might make the South American trip, based on letters and inquiries addressed by them to those of authoritative judgment, familiar with the field, and to the expert advisers of the Pan American Union, the Departments of State and Commerce, the United States Shipping Board, and other agencies of information, official and unofficial, we conclude that *the one great thing now needed* to increase and maintain South American travel is the *Voice of Authoritative Opinion.*

European and Asiatic travel have "arrived"—European long years ago and ever since the day of first class steamship service; Asiatic since the Spanish American War and the American possession of the Philippines centered attention on the Far East. But South American travel, despite vast improvement in steamship facilities, and the growth of Pan American commerce, is only "arriving" slowly because the great majority of possible travelers are in doubt whether the South-American trip — extended or short — is "worth while"; that is, whether it combines importance of that which is to be seen, learned and achieved, with quality of travel facilities and favorable conditions of climate, comfort and hospitality.

In other words, most inquirers ask the direct questions: "Is South America worth while?"; "What will we see and learn?"; "Can we visit South America under favorable conditions of climate, comfort and travel facilities?" They want the opinion of authority, and only the opinion of authority can satisfy them. They admit that they are interested and even fascinated by the clearly written and charmingly illustrated publicity descriptive matter prepared and distributed by the steamship and travel agencies. They look, however, upon these as inspired by the natural desire and purpose to "sell" transportation. They seek impartial judgment to make the final decision.

We, associated in no way with steamship service and travel agencies, but actuated entirely by interest in Pan Americanism, have, therefore, decided to publish an impartial booklet of this unique character prepared by the best Pan American authority available.

INTENTIONAL SECOND EXPOSURE

Gift of
The University Club
4-16-24

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Apr 15 1924

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In determining who of men unofficially available is the one commonly recognized and best known throughout the Americas for general and specific knowledge of Latin America, we have unanimously selected John Barrett, late Director General of the Pan American Union. As evidence of his acquaintance with Pan American affairs we may cite that before he undertook that responsible position in 1907, he had been United States Minister Plenipotentiary in Argentina, Panama and Colombia, and United States Delegate to the Second Pan American Conference at Mexico. He also has been United States Minister to Siam; Special Commissioner in China and Europe; Secretary General of the Second Pan American Scientific Congress at Washington, and President of the First and Second Pan American Commercial Conferences at Washington. He was the founder and is now Vice-President of the Pan American Society of the United States. Since he resigned his position as Director General of the Pan American Union, because, as he stated in his announcement, he was in danger of leaving his beautiful environment of the Pan American building and grounds which he had created, for the "poorhouse," he has been busily occupied as Counsellor and Adviser in Pan American and other international activities. At the moment he is serving as international arbitrator in controversies involving many millions of dollars between financial, manufacturing and exporting interests of the United States and financial, commercial and importing interests of Latin America and other foreign countries.

His remarkable constructive work under adverse conditions and lack of popular interest in the field, first as United States Minister in Asia and South America; second in reorganizing, in 1907, the then little known Bureau of American Republics; third, in developing it into the great Pan American Union and world recognized international organization; fourth, in planning and erecting the beautiful Pan American building in Washington; and, fifth, in awakening the American government and people to the importance of its Pan American commerce and relations, makes him one of the first authorities of the day in international matters.

We have read his manuscript prepared at our request, and regard it as a masterly argument in the premises.

A GROUP OF MEMBERS OF THE PAN AMERICAN SOCIETY OF THE UNITED STATES

New York City, August 23, 1922. (First Edition)
" " " Sept. 3, " (Second ")
" " " Nov. 3, " (Third ")
" " " Oct. 1, 1923. (Fourth ")

THE CALL OF SOUTH AMERICA

BY JOHN BARRETT

THEODORE ROOSEVELT is the subject of a brief incident of unwritten history which will begin this story. Many believe that, if he had not made his famous trip to South America in 1913-14, he would be alive to-day. This may seem a startling and surprising statement to make at the beginning of a discussion of South American travel. It may appear at first thought to handicap at the very outset the purpose of this argument. But let us defer that conclusion until we know the facts and have read what Roosevelt himself said to me about his extraordinary experiences.

Before, however, relating the Roosevelt incident, something should be said about my authorship of this booklet. When the group of men, who asked me to prepare it, stated their views in regard to the South American travel situation and honored me with the suggestion that I should undertake this discussion, I replied that as their thoughts in general harmonized with mine, and were in line not only with what I had always personally and officially contended but with the correspondence that was continually pouring in upon me now, I would gladly help in such a good cause.

QUESTIONS AND ANSWERS ABOUT SOUTH AMERICAN TRAVEL

Just as anxious as they to meet the problem and strengthen Pan Americanism by encouraging travel to South America, I have contributed my time and effort to the preparation of this booklet. First, I have carefully studied some five hundred letters picked from those received by me since resigning from the Pan American Union three years ago, which specifically ask my advice on trips to South America. The majority of those making inquiries state that they have been impressed and entertained by the publicity material distributed by the steamship companies and travel agencies, but that they want the unbiased opinion of one who has no business or financial interest involved, though familiar with the field.

The questions in these letters have been carefully segregated. They show conclusively what are the main points in the minds of those considering the trip or in doubt about it. The kind of letters which continually come also in considerable numbers to the Pan American Union and to some extent to the Departments of State and Commerce, the United States Shipping Board, and other offices and agencies is known to me.

In what, therefore, I shall state there will be a sincere and truthful effort to set forth the facts without prejudice. There will be no attempt at the beautiful coloring and word painting of the average travel folders, no matter how justified and truthful they may be in their descriptions. What is here said will be a simple straightforward argument to prove certain facts; without providing a brief for any steamship line, travel agency, hotel, railroad, city or country.

Since I first became acquainted with Pan American affairs nearly twenty-four years ago, it is no exaggeration to state that thousands of persons have

sought my opinion about going to South America, engaging in trade there, making investments, studies, research, etc. To none has been given careless or enthusiastic advice. Difficulties and inconveniences that might be met have been frankly explained. There has been no exaggeration, no description of an El Dorado. To some, with whose specific purposes of travel and peculiar temperament I was familiar, the intimation has been given that it would not be best to undertake the trip! In the light, however, of the reports of those acting on my representations, it can be recorded that not ten per cent. have registered disappointment or regret.

ROOSEVELT'S TRIP TO SOUTH AMERICA IN 1913–14

To resume the Roosevelt story: When I returned to the United States in 1899, after spending several years in Asia as United States Minister, Theodore Roosevelt, then Vice-President, advised me to devote my future attention and official activities to Latin America as our greatest field of opportunity and relationship. As proof of his interest he confirmed, when he succeeded the lamented McKinley as President, my appointment, made earlier by the latter, as United States Delegate to the Second Pan American Conference at Mexico in 1901-02. Later, without solicitation, he named me successively Minister to Argentina, Panama and Colombia. This close association with him and exceptional experience in Latin America inspired me to urge him to visit South America some day.

It must be frankly admitted that Roosevelt was not at first much interested in the plans from a travel standpoint. Politically and commercially, however, he was always profoundly impressed with the possibilities of Pan Americanism. Before he left the White House, and when considering his trip to Africa, Father Zahm and I endeavored to persuade him to go first to South America, where he was generally admired. Father Zahm was, of course, chiefly interested in the exploration possibilities, and I realized the magnificent reception and hearing which he would get there as well as the vast good his presence and addresses would accomplish for Pan Americanism. These suggestions did not then appeal to him. After he had returned from Africa and suffered defeat in the 1912 campaign for the presidency, Father Zahm and others interested in the scientific and exploration phases of the trip joined with me in again urging the South American visit. In 1913 he yielded. A few days before sailing he said to me in the "Outlook" office:

"At last, I hope, 'Old Pan America', you are satisfied! I am going to your South America, but, if I don't like it, I will tell you so emphatically on my return, and blame you to the limit! Sometimes I think you are a 'bug' on Pan American matters, and now and then almost pestiferous!"

When he laid before me his programme for the exploration of unknown Central Brazil, I strongly advised him against it. In my own travels in the wild parts of South America, including the upper waters of the Amazon, Magdalena and Orinoco, I had seen enough of the tropical jungle regions to realize the dangers of fever and of insect and vermin poison to a man of his years. He was then fifty-five. He persisted, however, and, in addition to accepting the invitation of South American governments and their representative scientific societies, mapped out relentlessly his journey through the Brazilian jungle.

The result is well known. He added greatly to geographical and scientific knowledge, but he undoubtedly—and I speak advisedly—contracted the poison in his system which eventually killed him long before he should have passed from the stage of international and home affairs which needed his guiding hand. He was in a degree a martyr to the world's better knowledge of Brazil and all South America.

ROOSEVELT'S OPINION OF SOUTH AMERICAN TRAVEL

Shortly after his return to the United States in the spring of 1914, he summoned me to a long talk with him. The substance of what he said in general follows, according to my notes made immediately after the interview:

"What you told me about the South American trip and the call of South America more than came true. I now understand and applaud your earnestness in the matter. I take back what I said about your being a 'pestiferous bug' on Pan Americanism! Every American in any degree interested in foreign travel, and especially in the mighty potentiality of South America and our Pan American relations, should visit that continent at the first opportunity. He should make the journey if possible down one coast and up the other, with convenient trips to the interior, and of course across the continent through Argentina and Chile. Such travel in person unfolds before one's eyes, and particularly to those who are in doubt, as nothing else can, a wonderful continent awaiting development, great nations ambitious for future power and progress, great peoples, great problems, a peculiar and remarkable civilization, and a material, economic, social and political opportunity of profound interest and immeasurable importance to the United States. This can only be appreciated by a personal visit and not by reading books. You were right from the very start in urging me to go to South America and in awakening the American people to the value of Pan American friendship and Pan American commerce. South America has a real call and I advise you to do everything in your power, hereafter, to arouse interest in actual travel to South America. In support of this you can quote me as strongly as you wish."

When I then referred to his extraordinary, trying and dangerous experiences in the Brazilian tropical jungle, in which he was nearly two months making his way down the then unknown Rio Roosevelt—given that name by the Brazilian government—where no explorer had been before, and how near it was believed that he personally came to death, although he in his modesty never admitted it, he said:

"Well, you know I am a good deal of a philosopher and a fatalist. You and others warned me of the danger, but I reasoned that if I had to die anywhere, why not die in helping to open up to the knowledge of the world a great unknown land and so aid humanity in general and the people of Brazil in particular? I had had my share of the big things of life before I went to Africa and South America. I could not think of giving up the possibilities of exploration and the usefulness for scientific and other purposes of these journeys just because of the element of danger.

"Mark you, however, that the Brazilian jungles and wilds have nothing to do with what the average person may see, learn and enjoy in visiting the principal countries, cities and travel routes of South America. From the time I left New York until I returned, except for this jungle experience, I was as comfortable as if I had been visiting the capitals of Europe. In no way did I suffer inconvenience or discomfort in steamship, hotel, and house facilities or in conditions of climate and health. Rio de Janeiro, and even Manaos and Para on the Amazon, Montevideo and Buenos Aires on the Rio Plata, and Santiago in the foothills of the Chilean Andes impressed me as clean and sanitary as the average American and European city."

It is now evident why this Roosevelt story applies directly to the subject in hand. It gives the sound judgment on the "Call of South America" and on South American travel of one of the most discerning and distinguished travelers that ever lived. If the argument rested here, what he says should convince the most skeptical.

THE VIEWS OF OTHER DISTINGUISHED TRAVELERS

Similar statements were made to me also by Elihu Root, Robert Bacon, Theodore Burton, William J. Bryan, Henry White, James Bryce, of England, and Georges Clemenceau of France, and numerous others of fame and prominence, who undertook the trip partly or largely on my advice when Director General of the Pan American Union.

It may be said that these men naturally saw only the best side of everything. That observation might apply to official hospitality and honors, but it would not apply to climatic conditions, fundamental characteristics of civilization, customs and habits, unavoidable impressions of cities and country, scenery, industries, resources, historical associations, general social and educational developments, steamships, railways and hotels. Then again, if necessary, there could be quoted hundreds of reports that have come to me on their return from those I have advised to make the trip around South America or to either the West or East Coast, or to some particular country. There are and have been a few adverse opinions and disappointments. That is true of travel to Europe, Asia, and parts of our own country.

THE BIG QUESTIONS ASKED BY THOSE INTERESTED

Summarized in a few sentences the big deciding questions asked by those responding partially to this call of South America and contemplating the trip for the first time, or by those in doubt about making a longer or more comprehensive second trip, are:

Is South America worth while? What does it mean to itself, to North America and to the world? What are the big convincing and impressive facts about South America? What is to be seen, learned and achieved? What are the facilities of travel? What are the conditions of comfort, climate and hospitality? What are the books to read, etc.?

These questions will not necessarily be answered seriatim, but they will all be duly covered in a general discussion of the main subject. They have already been answered in part by the remarkable comment of Theodore Roosevelt.

In answering the question as to whether South America is "worth while," there can only be one honest reply. It is worth while to everybody who is sincerely interested in world progress and in the future of his own country and its relations to other countries. To say that one does not care for South America, its future, and its relations to this or other countries, is like a resident of New York saying that he does not care anything about Philadelphia, Boston, or any city or state closely associated industrially and politically with the City and State of New York. Every person who does or does not realize the interdependence of the countries and continents of the Western Hemisphere should study South America with the same concern that he would his neighboring states and sections of the United States.

I would almost defy any person who makes a real study of South America to deny successfully that it is a continent of enormous economic, commercial, political and social potentiality, and that the future prosperity and progress of the United States in the family of nations will be dependent to a large degree on its relations to and with South America. To controvert this fact is like refusing to believe that two and two make four. A few big physical facts should convince the most skeptical doubter.

CONVINCING FACTS AND FIGURES ABOUT SOUTH AMERICA

South America covers an area of nearly 7,500,000 square miles, or only one million less than all North America from Panama to the Arctic Sea, and more than twice the area of the United States, including Alaska.

The area of North America unsuited by barrenness and cold for human habitation is much larger than that of South America unsuited by barrenness and heat.

In South America could be placed all of Europe, together with all of the United States, including Alaska, and it can produce every product of the soil found in Europe and the United States, as well as many other most important food and industrial products that cannot be grown in Europe or the United States, like coffee and rubber.

Had the supply of food stuffs and raw products, agricultural, mineral and metal from South America, been cut off during the world war, the allies, including the United States, would have been almost as much hampered as was Germany by her isolation.

In the great future growth of population and the using up of farm lands and cutting down of big producing areas of cattle, swine and sheep, the United States will eventually become largely dependent on the vast areas of South America to feed her people. As our forests are destroyed and our oil consumed, we will become more and more dependent on the immense timber and petroleum resources of South America. As gold and silver, copper and tin and numerous other precious minerals and needed metals become more scarce in the United States, the vast resources of South America will be our salvation.

THE VALUE AND IMPORTANCE OF PAN AMERICAN COMMERCE

The commerce of the United States with the ten countries of South America proper for the fiscal year ending June 30, 1923, was valued by the Department of Commerce at $740,000,000, an increase of 55 per cent over the

previous year, bidding fair to double that amount during the next ten years. Its commerce with all Latin America, including South America and the ten Latin countries of North America, has reached an average of $2,000,000,000 and over, and yet is only in the infancy of its possibilities.

As further proof of the importance of this commercial relationship, I recall that when it was my trying experience and responsibility to begin the first widespread agitation for the development of our Pan American trade, I was ridiculed by newspaper writers and many commercial critics for my persistency in the matter. The annual value of all we bought from and sold to Latin America, not South America alone, was then valued at about only $250,000,000. Now for all Latin America, that is, including Mexico, Central America, Cuba, the Dominican Republic, Haiti, Panama, as well as South America proper, it has approximated nearly $2,500,000,000 or a growth of one thousand per cent. in twenty years! In those early days I was dubbed a "Wild enthusiast," a "Runner after false gods," a "Dangerous Prophet," and a "Self Advertiser," by numerous editors and trade leaders of that time, because I confidently predicted that our Pan American commerce would pass the mark of $1,000,000,000 in twenty years, and yet it has reached twice that figure! Among these critics were several heads of powerful corporations now doing a big business in Latin America, and the presidents or managers of several public organizations which foster foreign trade, but they have never taken back their allegations, although they were obliged to eat their own words! I have no feeling in the matter, and am not only amused but pleased to see them now enthusiastic Pan Americans and never losing an opportunity to point out Pan American possibilities!

While it is true that during 1921 and 1922 there was a large falling off in Pan American commerce, this was due to unavoidable disturbed economic conditions following the war. The corner has been turned, and, in the opinion of the best experts of the Department of Commerce and the Pan American Union, there is coming a gratifying recovery and growth that will lead the way to a permanent trade between the United States and Latin America larger than ever known in the past!

FURTHER INTERESTING FACTS ABOUT AREA AND ITS MEANING

Turning again to the question of area, because it means so much, let us note some further points that make South America worth knowing, and hence worth visiting. There is always something fascinating and impressive about magnitude when it carries the suggestion of both strength and grace. If magnitude, moreover, is awkward, but has ruggedness and power, it exercises a spell over those studying or beholding it. The continent of South America has a particular appeal as we gaze at a globe or a world map. It is admittedly the most graceful of continents in contour, and, in part, the most rugged in conformation. Its lines are far more symmetrical from a geographer's standpoint than those of its big, powerful, northern sister, North America; its comparatively uninteresting associates of the Southern Hemisphere, big, lumbering black Africa, and square, barren Australia; its bending, angled motherland, Europe; and the far distant but brobdingnagian Asia

Let us take, for instance, the nearest neighbors of the United States in South America: Colombia and Venezuela. At first thought they seem far away, but the distance between the most northern points of Colombia and Venezuela and the most southern point of Florida is less than the distance from New York City to Kansas City! Knowing this, we have a special interest in grasping how big and potential they are in area, resources and commerce. Colombia boasts of 462,000 square miles, Venezuela has 398,000. Into Colombia we could put all of our mighty Texas, plus proud California and the Empire State of New York. Into Venezuela could be placed all of victorious France and defeated Germany of today. And yet Colombia and Venezuela, with extraordinary resources of petroleum, timber, metals and agricultural products, and with great navigable rivers, the Magdalena and Orinoco, are in the very infancy of their economic development.

Now what of Brazil's vast extent? What of the enormous sweep of this sister republic which celebrated the centennial of its independence with a world exposition in 1923? Brazil occupies just half of all South America! Brazil is bigger than the connected area of the United States by nearly 300,000 square miles! In other words, Brazil's territory of 3,300,000 square miles could swallow up the United States proper and still have room to engulf all of Italy and Spain.

In amazing Argentina, which prides herself on an area, largely in the South Temperate Zone, of 1,131,000 square miles, and a magnificent capital city, Buenos Aires, which has a population of nearly 2,000,000, we could find room for all of our states east of the Mississippi River plus part of the first tier west of it!

Either Bolivia or Peru on the Pacific Coast of South America, with an approximate area of 600,000 square miles each, could hold all of California, Oregon and Washington twice over. If Chile, with an extent of 300,000 square miles, on the Pacific Seas, were placed upon the Pacific shore of the United States, she would almost cover these same prosperous states.

Although it has also been my privilege to have made three trips entirely around this great world of ours, including many years of travel in the interior of Asia, no part of the world has impressed me more with its undeveloped potentiality than has South America.

THE CRITICAL QUESTION AS TO CLIMATIC CONDITIONS

At this point of our argument, someone may say:

"We are now convinced that South America is worth while as an area of vastness and potentiality. But what of the climate? Isn't it mostly hot, even tropical, and much of the time uncomfortable and unhealthy for residence and travel?"

This question can be answered frankly without exaggeration, based on my actual experience of having lived and traveled in both tropical and temperate countries, and in their wildest and most inhabited, hottest and coolest sections at varying seasons of the year.

In the first place, let us get rid of some wrong ideas about South America just because it is *South*. So much of it is in the tropical belt that the average person imagines it all to be characterized by equatorial heat. In southern South America, comprising Argentina, Chile, Uruguay, Paraguay, and South-Eastern Brazil, there is an immense area equal to two-thirds of the United States which is in the Southern Temperate Zone, with the characteristics of heat and cold similar to those of the North Temperate Zone between Florida and Southern Canada. Few realize that both Argentina and Chile have a greater longitudinal reach from north to south in the temperate zone than has the United States. All of Uruguay, the greater part of Paraguay, the progressive and prosperous southeastern states of Brazil, and the greater portion of Argentina and Chile are below the Tropic of Capricorn!

Buenos Aires, the famous capital of Argentina, Santiago, the gay capital of Chile, often called the Paris of the Andes, and Montevideo, the cultured and commercial capital of Uruguay, are almost the same distance south of the Equator that Los Angeles is north of it. They have, in fact, a climate quite similar to it. Rio de Janeiro, the capital of Brazil, and one of the most beautifully located cities in the wide world, has the same position in reference to the Tropic of Capricorn that Havana has to the Tropic of Cancer, but Rio has a climate more like that of New Orleans than that of Havana—that is, Rio is a little cooler than Havana in its winter and not so hot for so long a time in its summer.

Of course the seasons are reversed. When it is summer north of the equator, it is winter south of it. How well I remember in this connection that, at my informal New Year's reception when Minister at Buenos Aires in Argentina, the Americans and Britishers came in white, while on July 4th everybody was wearing furs and heavy wraps! There we had the anomalous experience of going north in the winter to warm up and south in the summer to cool off!

While we are discussing climatic conditions as affecting travel, we should not forget that, although in the summer season below the equator we may, according to locality, find it consistently and continually warm and oftentimes very hot, it is seldom as oppressive as it is in Washington, Philadelphia, Cincinnati, and St. Louis in their summer.

TWO GREAT FAVORABLE FEATURES FOR COMFORT

There are also two remarkable offsets of cooling influence that all travelers should know. The first is that every important seaboard capital and city on the regular route of South American travel has convenient and accessible seaside resorts, some of which, comparatively speaking, are just as attractive as Atlantic City, Southampton, Long Beach and Newport. Rio de Janeiro has an open ocean beach in its city limits reached by a motor boulevard and tramway system. Montevideo in Uruguay has a high class casino and miniature "Coney Island" within easy reach, which is one of the most pleasing resorts in the Americas, and will compare favorably with the best in France and Spain. Buenos Aires has at beautiful Mar del Plata, on the Atlantic Coast, a combination of the charm of Atlantic City in bigness, hotels and

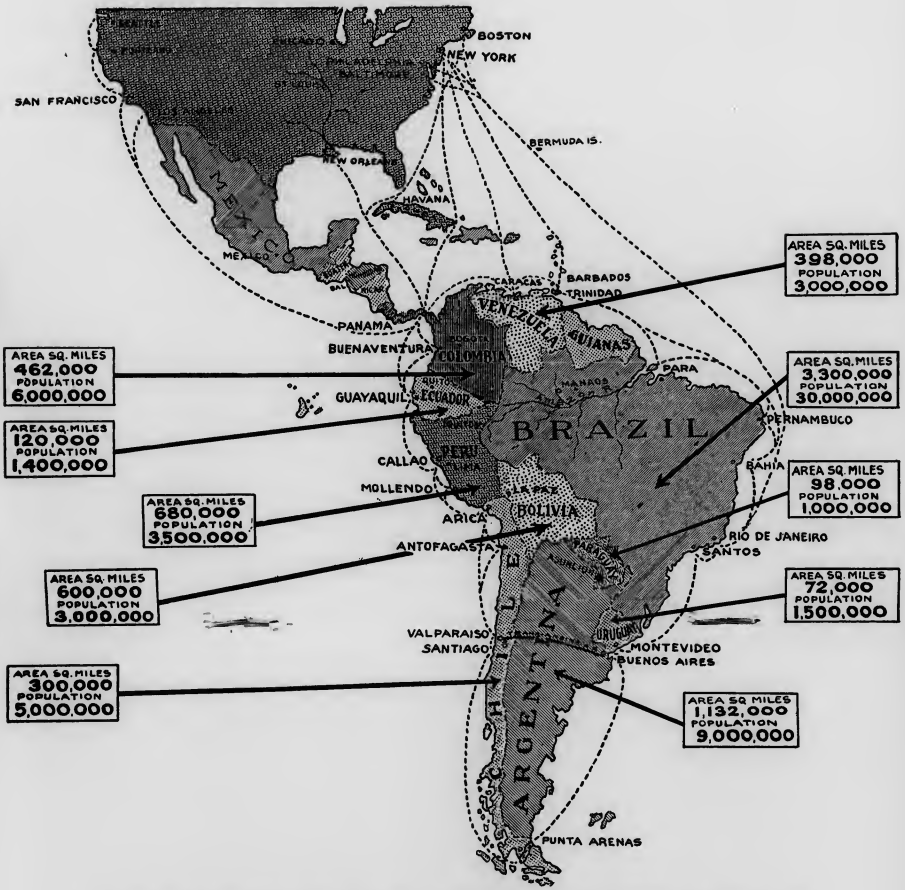
promenades, and the exclusiveness of Newport in residences and social intercourse. It astonishes all travelers from the United States and Europe with its elegance and usefulness. Near Santiago and Valparaiso in Chile, and again near Lima in Peru, there are similar exquisite spots of summer rest, recreation, residence, and bathing.

A special feature about Rio de Janeiro to remember in considering the advisability of going there during its summer and our winter months, is that nearby in a short trip by rail is the charming upland city and summer resort of Petropolis. It is at a healthy elevation of nearly 3,000 feet, where it is always cool at night and not disagreeable in the day. There are good hotels and numerous attractive villas. Then right within Rio itself there are lofty peaks and even mountains, easily accessible, where in a half hour from the center of the great business section one can cool off to his heart's content while enjoying one of the finest views in the world. Although undoubtedly the best time to visit Rio de Janeiro, Buenos Aires, Montevideo, Asuncion, Santiago, Valparaiso, Lima and Quito is between June and October, inclusive, their cooler months, there is excellent reason why the trip should be made at most any time between November and May inclusive, their warmer season.

If the traveler is a philosopher, dresses rightly, does not try to rush about too much, but does his best to enjoy life sensibly, as he does when he must stay in New York, Philadelphia or Washington the greater part of the summer, with occasional week-end trips to the seashore and mountains, he will have even a better time than if he makes the trip in the South American winter season. I spent a summer in Buenos Aires when United States Minister, and never felt the heat as I did during every summer that I passed in Washington as the head of the Pan American Union. It should here be mentioned that in making the round trip to South America during its winter there is the possibility that the railway line between Buenos Aires and Santiago over the Andes may be closed by snow briefly at intervals. It is always possible, however, to provide other transportation or to make the trip by steamer through the Straits of Magellan to the enjoyment of magnificent scenery. During our winter, there need be no worry on this account. A new trunk railway is now being constructed further South between Argentina and Chile which will make travel possible and sure the year round. Construction work on the railway between Argentina and Bolivia is also nearly completed.

TEMPERATE PLATEAUS IN THE HEART OF THE TROPICS

There is another important feature of the South American climatic situation that the average person does not appreciate. When he does understand it he feels all the more strongly the "Call of South America," and the appeal of South American travel. There are large areas in the tropical countries of Colombia, Venezuela, Ecuador, Peru, Bolivia and even Brazil which are occupied by large and small plateaus ranging in elevation from 3,000 to 12,000 feet, and where the climate grows less and less tropical according to altitude. Quito, the capital of resourceful Ecuador, located almost directly on the Equator about 10,000 feet high up on an Andean plateau, enjoys a climate where it is never hot and never severely cold. Bogota, the cultured capital far in the inland of Colombia, and about four



(Lines showing boundaries and areas are necessarily exaggerated or lessened in a general outline map of this character. The figures are taken from responsible authorities, but as differences exist, the figures of the Pan American Union are also quoted: Argentina, Ar. 1,153,000, Pop. 8,612,000; Bolivia, Ar. 514,000, Pop. 2,521,000; Brazil, Ar. 3,295,000, Pop. 30,554,000; Chile, Ar. 291,000, Pop. 3,755,000; Colombia, Ar. 477,000, Pop. 6,303,000; Ecuador, Ar. 116,000, Pop. 2,000,000; Paraguay, Ar. 172,000, Pop. 1,000,000; Peru, Ar. 534,000, Pop. 4,620,000; Uruguay, Ar. 73,000, Pop. 1,430,000; Venezuela, Ar. 394,000, Pop. 2,412,000.)

SOUTH AMERICA

THE CALL OF SOUTH AMERICA is the call of a continent occupying 7,500,000 square miles, or an area equal to the United States and Europe combined; having a population of 65,000,000 increasing rapidly by reproduction and immigration; conducting an annual foreign trade valued at $3,500,000,000; the greatest foreign field, viewed geographically and economically, awaiting development, for United States commerce and investment; producing nearly every product, food, mineral and timber that the world needs; and yet again in the infancy of its possibilities.

degrees only north of the Equator, is located on a broad, level plateau of about 8,000 to 8,500 feet elevation, having an area nearly as large as Delaware, and a climate the year round much like that of June in that State. When there as United States Minister in 1906 I never knew the thermometer, even in the hottest part of the day, to go above 78 degrees. At night it always went down to 60 degrees, which made the hours of sleep also hours of real rest.

It is a curious fact that if the traveler is at sea level at most any of the ports on the west coast of South America from Panama to Chile, he can by train, motor, mule, afoot, or, if so fortunate, by aeroplane, find a greater change of climate from heat to cold by ascending the nearby mountains 4,000 feet than if he goes aboard a vessel and sails north or south 4,000 miles! Expressed another way, he will experience a greater change after traveling five hours upward towards the plateau country than he will after steaming five days on the sea north or south.

POSSIBILITIES OF THE EXTENSIVE PLATEAU REGIONS

When the reader of this story shall next sail along the interesting west coast of South America from Panama to Valparaiso and admire the magnificent Andean range of mountains, often snowclad, reaching almost to the ocean at their base, and piercing the skies many places at elevations of three and four miles, let him remember that in those mountains, on them, and back of them, are numerous and varied plateaus, some of them as large as Delaware and New Jersey in their level extent, or as Vermont and Connecticut in their mingling of level and rolling conformation. There, moreover, grow all kinds of products of the temperate climate. There men, women and children, like those who dwell on the Atlantic Coast and the New England hills, can live, prosper and be healthy and happy. There are to be found wonderfully potential water powers, mineral, metal and timber wealth and agricultural capacity, inviting settlers, capital and industry, and looking forward to a future development that will surprise the world.

When on the east coast the comfortable steamer pursues her quiet course past the mouth of the mighty Amazon and along the coast of Brazil from Para and Pernambuco, south to Rio de Janeiro, one should bear in mind that although he is in the heart of the tropics there is back of that mysterious coast a great plateau of varying elevations and width, having a remarkable variety of climate, tropical, sub-tropical and temperate, numerous rivers, arid and semi-arid sections with vast opportunities for development of agriculture, of irrigation, of water powers and of mining and lumbering. The greater part of this plateau region awaits facilities of transportation, railroads and motor roads and improvements of waterways, to experience progress and provide homes for a large population.

THE GARGANTUAN AMAZON RIVER AND VALLEY

And then there is the gargantuan Amazon, not merely enormous and gigantic! These last two adjectives seem almost puny terms in describing this greatest of world's inland water-ways, and its far-reaching and low-lying valley which could take care of two of our Mississippi valleys. What I say about the present and the future of the Amazon River and basin is not merely my own opinion. It is supported by the judgment of great explorers, travelers and scientists from Humboldt to Roosevelt and by a score of recent students of its potentialities.

If the traveler has time and inclination to go to South America via Para (or Belem) at the mouth of the Amazon, or to that port by coast steamers from Rio, Bahia, or Pernambuco, he will find very comfortable river steamboats that will take him not only one thousand miles up the Amazon to Manaos, the principal city of the central Amazon region with its 80,000 population, opera houses, cathedrals, clubs, schools, parks, electric street car lines and lights and paved streets, but to ports 1,000 to 2,000 miles beyond, in different directions on various tributaries of the Amazon. He can even go easily and comfortably to Iquitos, which has the unique distinction of being the Peruvian Atlantic port, 2,300 miles from the Atlantic ocean and only 750 miles from the Pacific! There he will find a city once very enterprising in the days when wild rubber was king. There he could have seen in those days a score of ocean-going vessels, drawing 22 feet of water, and loaded to the gunwales with rubber, which had to steam six days down the Amazon before they were well started for New York, London, or Hamburg! A revival of Amazon rubber production is near at hand.

It is only a question of time when modern methods of engineering, drainage, sanitation and transportation, supported by abundant capital from the United States and Europe, will convert this immense semi-jungle area into one of the most resourceful, productive, populous and useful sections, not only of South America, but of the world. Beginning with the most gigantic navigable inland water system on the earth, with two thousand miles of direct deep water channel from the Atlantic to the foot of the Andes or six to eight thousand miles by its tributaries, which can be used the year round by ocean vessels, and with 20,000 miles by channels suited to eight foot launches and barges, and with endless natural canals, there is no limit to its future legitimate exploitation by the captains and pioneers of engineering, capital and investment, and to its future possibilities as a home of tropical peoples. Among its most fascinating potentialities is the revival of rubber growing on a large scale.

PANAMA AND THE CONQUEST OF THE TROPICS

When I recall the enormous changes effected at Panama from the most discouraging conditions of climate, health and jungle to those that now exist, through sanitation, engineering and wise administration, this Brazilian Amazon opportunity seems to be one of the greatest in the world. Having had the experience of being the first regular United States Minister to Panama in 1904, and having witnessed with my own eyes the almost miraculous improvements made in sanitation and health by General Gorgas throughout the Canal Zone, and citing present conditions as final proof, I honestly believe as a student of tropical conditions that all of tropical South America, east, west and central, is destined to a tremendous physical, economic, commercial and social development that will make the nations and peoples of South America powerful factors in the future of Pan American and world progress and civilization. At this point may I say that a personal view of the Panama Canal itself is worth the trip to the west coast of South America.

WHAT TO EXPECT AND WHAT ATTITUDE TO TAKE

If the average traveler visits South America expecting to find conditions of travel, including the hotels, railways, street cars, taxicabs, restaurants, amusements, conditions of living and personal contact with the people, both men and women, to be of the same quality, comfort and general characteristics which he enjoys in the principal cities and progressive sections of the United States, Europe, and the Orient, he will be disappointed. Although this fact cannot be denied, he will not be disappointed to the extent that anticipation of some lack of conventional comforts should keep him from making the trip. He would be disappointed only if he went solely with the wrong expectation and information. If he will undertake the trip appreciating that he cannot expect that already South America, which is only now beginning to come into its own, has made all the progress, provided all the comforts, and reorganized all its conditions and habits of living so as to be on an equality with the long established and best conditions in the United States and Europe, and that one of the greatest elements of charm and interest in the trip is that South America is going through a process of extraordinary change while retaining old and interesting conditions, customs, and civilization, he will not be in the least degree disappointed.

Above all things he should avoid patronizing the native people and criticising their conditions of living, entertainment, hospitality and administration of affairs. Nothing will make Americans and other foreigners more unpopular throughout Latin America than this attitude. On the other hand, an attitude of sympathetic appreciation of these countries and peoples, of the remarkable progress they have made, of the civilization they possess and are developing, of their resources and potentialities, and of what they have achieved culturally, as well as commercially, will bring blessings upon both visitors and hosts.

HOTEL ACCOMMODATIONS, COMFORT AND CLOTHING

There are not many hotels in South America as good in service, comfort, cleanliness and food as the average high-class hotel in the large cities of the United States and Western Europe, but they are better than most persons expect, in view of the fact that only in the last few years travel to South America has developed to proportions demanding the best hotels. Rio has recently put forth a big effort to make up for its deficiencies in the past, and today has several modern and excellent hotels. Buenos Aires, Montevideo, and Rio have the best hotels in South America, but Santiago and Lima are making progress in this direction. Going down the west coast the steamships often prove the best hotels, but then the average traveler has little opportunity for special study of the countries and peoples visited. The conditions of hospitality are good enough so that, if there are not too many applicants for rooms, no person should hesitate to stop off at this or that port if he so desires.

Any lack of particular comfort will be so slight as not to offset the great advantage of information, education and business which he will receive by extending his stay. When he returns to the United States he will have forgotten any shortcomings and disadvantages of the hotels and transportation in the new knowledge and trade he has acquired and in the satisfaction that

he has carefully visited scenes and countries of which ninety per cent of his acquaintances have no knowledge whatever. In the light of the vast impending development, economic, commercial and cultural, that is soon coming in South America, he will be grateful that he made a thorough study of its countries, peoples, customs and possibilities. Of course, those travelers who are fortunate enough to go under the care of the well established travel agencies need have no worry over their accommodations.

A special word here about clothing and climate. The visitor who follows the regular routes of travel will not be inconvenienced more by heat and cold than he is in correspondingly hot and cool, low and high, sections of the United States in similar seasons. The average traveler, man or woman, who goes to Latin America should carry about the same kind of wardrobe that would be taken to Palm Beach or Coronado in the winter, or to the Jersey Coast in summer, with a small reserve of heavier clothes for altitude and leaving or approaching the United States. Men might take a few formal clothes for functions, such as a high hat and frock coat. Women can suit themselves in heavy and light wraps, but they will find frequent use for attractive and stylish dresses, if they go about much, because the Latin American women are up to date and smart in this respect. Only a few articles of clothing should be bought in South America, as nearly everthing costs more there than here, especially shoes, yet some articles imported from Europe cost less in Rio and Buenos Aires than in New York. In warm places and seasons, one should guard against the sun in the middle of the day by keeping out of it, or by using an umbrella or parasol and a suitable hat. He should always eat lightly and drink only bottled water. He should not worry about the heat. It will not help him or cool him off to worry, for he cannot help it! He will immediately feel cooler if he is a philosopher and does not worry. During seven years in the tropics of Asia and nearly as many in Latin America, I was never ill a day, through the help of caution and philosophy, though exposed frequently to the cholera, bubonic plague and jungle fever in Asia, and to yellow fever, malaria and typhoid in Panama—before it was cleaned up. There is now no more danger anywhere on the traveled routes of South America from disease than on similar routes in the United States and Europe.

SCENIC ATTRACTIONS OF SOUTH AMERICA

When we discuss scenery in South America we find nothing in Europe or the United States finer than can be looked upon in South America. The whole west coast for several thousand miles provides a panorama which, though sometimes slightly monotonous, is characterized by the lofty, precipitous and snowclad ranges of the Andes. In crossing these Andes from Chile to Argentina, or in passing through the Straits of Magellan, one is continually fascinated and awestruck by the scenic grandeur. If he has time to make the railroad ascent to the plateaus of Ecuador, Peru and Bolivia, he will pass over the highest points reached by any railroad in the world, with correspondingly magnificent vistas. On the Atlantic coast the harbor of Bahia is picturesque, while the entrance to the harbor of Rio de Janeiro and its mountainous environment are unequalled in beauty by any other harbor or city in the world. If one has time to visit the interior of Brazil or Argentina and go to the Falls of Iguassu, he will see one of the world's impressive cataracts. If

he can journey from Buenos Aires southwest to the Argentine and Chilean lake region, he will enjoy the Switzerland of South America.

THE ANSWER TO THE APPEAL OF SPECIAL FEATURES

If education and culture seek satisfaction, the universities, museums, libraries and scientific institutions in each capital visited will prove always interesting. There will be a unique variety of these, from the famous snake farm and anti-snake poison institute of Dr. Vital Brazil at Sao Paulo, Brazil to the University of San Marcos at Lima, Peru, which was a century old with hundreds of students before John Harvard or Eli Yale had announced the founding of the universities which carry their names!

If the traveler is an editor, newspaper man, ordinary reporter or anybody who judges progress by newspapers and their plants, he will find in Buenos Aires and Rio de Janeiro the finest and most perfect newspaper buildings and equipments in the world. If he has time in Buenos Aires he should be shown through the plant of La Prensa and have pointed out such extraordinary features as the beautiful and artistic hall or salon for charitable and similar entertainments; the exquisite and elaborate housekeeping apartments for distinguished guests; the gymnasium and free bar (!) for the members of its staff; the free dispensary, the free legal bureau, and the free night school, for indigent persons who cannot afford to be otherwise advised and educated.

The traveler may be a devotee of the opera and theatre. Then he will find in every capital a magnificent opera house that will fascinate him by its external and internal beauty, and, if the season is on, by its artistic productions. Opera houses as fine as any in the world are to be found in Buenos Aires, Rio and Sao Paulo.

Is the traveler fond of clubs? The most elaborate and costly in New York and London are no more beautiful than several in South America, chief among which is the famous Jockey Club of Buenos Aires.

Is the traveler anxious to study period architecture? If so he will find numerous examples that will interest him in the older capitals and cities of the countries visited.

Is he desirous of meeting able, scholarly, and constructive men and interesting women, and enjoying refined society? He will find them everywhere.

Is he interested in mining, engineering, railroad construction, irrigation and water power? In each country he will find notable examples of the best achievements along these lines, with vast possibilities to be developed.

Is he moderately fond of good wines and beer, now denied by law to him in the United States? He will find them readily obtainable at every port of call or city visited in South America.

THE CALL OF COMMERCE AND INVESTMENT

Does the traveler care for the field of commerce, investment and material development? It is no exaggeration to say that no other part of the world, not even Russia and Asia, offers greater opportunities, especially to America and Americans. Pan American commerce now averaging between $2,000,000,000 and $3,000,000,000 should double that mark in the next ten years. It is

safe to state that $5,000,000,000 are needed today to improve the opportunities of profitable investment. When one considers that five-sixths of Latin America is in this respect where the west of the United States was sixty years ago, he can grasp some idea of the mighty potentiality of the situation. Of course there have been, there are, and there will be numerous unfortunate investments, failures to build up commerce and other material disappointments, but these are true of any section of the world going through the process of new development. Our own West, and much of Asia, Europe and Africa are strewn with financial, engineering and commercial wrecks, but they do not mean that the field under wise effort is not worthy of the best exploitation.

THE QUESTION AS TO SPEAKING THE NATIVE LANGUAGE

The question is often asked me whether one will be much handicapped in travel to South America if he does not understand or speak Spanish and Portuguese—Spanish for all countries except Brazil, where Portuguese is the tongue. I will frankly reply that every person who is going to South America to build up a business, sell products or buy them to any extent, make extended studies and research, or otherwise be engaged in purposes that require a thorough acquaintance with the people, should be able to speak fairly well the language of the country or countries where he will spend most of his time. There is no question that he will soon find that lack of knowledge of the language is a handicap, and he will then make an effort to learn it. He is in exactly the same situation as a South American in the United States who has no knowledge of English.

On the other hand, it should be definitely understood and emphasized that a person who has no knowledge of Spanish or Portuguese can travel all through South America and thoroughly enjoy his trip and profit by it. He will be surprised at the number of persons he meets who speak English. As far as steamships, hotels and railways are concerned, he will have little difficulty in the matter of language, although the pleasure of the trip will be just that much increased that he has the ability to speak and understand the native tongue.

THE MEANING OF IMPORTANT WORDS AND TERMS

All persons who go to South America should have a clear understanding of the meaning of the terms: "Pan America," "Pan Americanism," "Latin America" and "Spanish America." "Pan" in "Pan America" and "Pan Americanism" means "all." "Pan," therefore, is used in these words instead of "all," as in "All America" and "All Americanism," because "Pan" is common to the English, Spanish, Portuguese and French languages, while "All" is found only in English. "Pan America" literally means the entire Western Hemisphere, from Canada to Chile, but "Pan America," as used in the term "Pan American Union" and in political definition, means the United States and the twenty Latin American republics reaching from Mexico and Cuba south to Argentina and Chile. Political Pan America is therefore strictly the twenty-one independent American nations. Some day, as I have respectfully urged for long years, it will come true that Canada will be included in the Pan American Union. As this has been and is a hobby of mine, it is best for me not to discuss it further here.

"Pan Americanism" in its simplest definition means "the co-operation of all the American countries and peoples for their common good." "Latin America" means all that section of both North and South America south of the Rio Grande and the Straits between Florida and Cuba, excepting Jamaica, the Guianas and a few other European possessions. In this connection, it is an interesting fact to remember that half of the twenty Latin American countries, or ten of them, are located in North America, or in the Northern Hemisphere, while the other ten are in South America proper. "Spanish America" means practically all of Latin America excepting Brazil and Haiti. Spanish is spoken in all independent countries except these two. Portuguese, as stated above, is the language of Brazil, and French of Haiti.

Every traveler should be cautioned not to describe or address any Latin American as "Spanish" or as a "Spaniard." In the same way he should not describe a Brazilian as "Portuguese." This is not lacking respect to Spain and Portugal, but it is a lack of respect to the individuality of Latin American nationalities. Just as the old resident of the United States wants to be called an "American" and not an "Englishman," an "Irishman," a "German" or "Italian," though he may have been descended from that stock, so the resident of Brazil, Argentina, Chile, Peru, Colombia, and Mexico or Cuba, wants always to be called or described as, respectively, a Brazilian, Argentine, Chilean, Peruvian, Colombian, Mexican, and Cuban. Don't let anybody forget this fact. It is very bad form to slip-up on it when in Latin America! If the traveler must employ any general descriptive term, let him use the word "South American" or "Latin American."

THE PRINCIPAL STEAMSHIP LINES AND THEIR SERVICE

In proceeding to South America by the east coast, the ocean voyage to Rio by the fast and sumptuous new vessels of the United States Shipping Board operated by the Munson Line is made so directly and quickly that one finds himself, after eleven days at sea, entering beautiful Rio de Janeiro harbor and landing at the first stop right in the very midst of the best that South America has to offer. If he goes by the regular vessels of the Lamport & Holt Line, he may possibly stop at such interesting points as the Barbados and Trinidad in the West Indies. The steamers of the Lloyd Brasileiro often stop at ports on the coast of Brazil.

In proceeding down the west coast the big fine vessels of the Grace Line and the Pacific Steam Navigation Co. provide similar high class facilities with frequent stops from Havana or Panama to Valparaiso, and make the journey from New York in 18 to 20 days including stops.

It would not be the just thing for me, holding no brief for a special steamship company, and desiring to make this booklet as fair, impartial and unprejudiced as possible, to indulge in specific comparisons between steamship lines and their vessels.

It is therefore strongly recommended that every person in any way interested in making the trip to South America should write, if he has not already done so, to each of the principal lines which are given below and ask them for full information about rates, time required between points and any other data that may be wanted. They cannot afford to engage in any misrepresentations.

One great point must be brought out emphatically here, and that is that the traveler to South America, east coast or west coast, can now go there with just as much comfort as far as steamship accommodations are concerned as he can go to Europe or Asia.

While, again, it is true that the steamships running from the United States to South America are not as large and fast as the largest and fastest vessels in the Transatlantic service, they are big and fast enough, and one hears no complaint as to their size or speed. The Munson Line and Lamport & Holt have the best vessels running to the east coast; and the position corresponding to them on the west coast is held by the Grace Line and the Pacific Steam Navigation Company, with both companies operating high class vessels in size, comfort and speed. The west coast boats do not run as often as those to the east coast, but with sufficient frequency to accommodate the trade. All four of these lines provide "Round South America Tours" at special rates.

As the last edition of this booklet, which has proved more popular than I ever expected, goes to press in September, 1923, when so many persons are planning their winter travel routes, I find in my mail, among a host of letters on Latin American trade and travel, one from a man who has circumnavigated the world many times and is a master authority on travel conditions. He says: "As a result of reading your 'The Call of South America,' I devoted six months, from October, 1922, to March, 1923, to that part of the world. After numerous trips to Europe, Asia, South Africa and Australia, it was a most interesting and educational experience and far more comfortable and agreeable than I had expected. I liked it so well that I am going again this winter with my wife, two daughters, one grown and one about ten, and also a son, about eight. If I have any suggestion to make about a new edition of your excellent booklet it is that you emphasize the exceptional comfort, size and speed of the four big vessels of the United States Shipping Board, operated by the Munson Line, namely, the 'Pan America,' 'Western World,' 'American Legion,' and 'Southern Cross.' I find that people generally do not realize what big, fine and fast vessels they are, and that one is just as comfortable upon them as upon the largest trans-Atlantic and trans-Pacific liners. The trip to Rio de Janeiro, Montevideo and Buenos Aires aboard them is a real joy. While the West Coast boats, through the Panama Canal from New York to Valparaiso, are not as big and fast, they still are thoroughly comfortable, clean, steady and fast enough. The round trip down the East Coast and up the West Coast, or vice versa, can be made to one's complete satisfaction and enjoyment. This is the opinion of a cranky old traveler, and you can use it as you see fit."

EXCELLENCE OF CABLE COMMUNICATIONS

In considering South America as a field for travel and trade, the question of first-class and rapid communication is not confined to steamships and railways. It also includes cables and telegraphs. In this important phase of Pan Americanism and Inter American relationship, the All America Cables, Inc., has done a great pioneer and constructive work, founded and built up by the late James A. Scrymser, a man of big international and continental

vision, and perfected by its present able president, John L. Merrill. It will not be long, moreover, before every part of South America will be easily reached by radio communication, for nearly every nation has its own system built or planned.

In discussing this matter of steamship lines and vessels, it should be stated that the leading travel agencies are always planning or conducting parties to South America, and sometimes chartering special steamships for the trip. They gladly give full information about all steamship lines, quality of vessels, time required, expense involved, etc.

The principal steamship companies running passenger vessels to the East Coast of South America are:

Munson Steamship Line (American), Operators for United States Shipping Board, 67 Wall Street, New York City. (Telephone: Bowling Green 3300.)

Lamport & Holt Line, Ltd. (British), 42 Broadway, New York City. (Telephone: Broad 6921.)

Cia. de Navegacao, Lloyd Brasileiro (Brazilian), 44 Whitehall Street, New York City. (Telephone: Bowling Green 8705.)

The principal passenger lines running to the West Coast of South America are the following:

Grace Line (American), 10 Hanover Square, New York City. (Telephone: Bowling Green 4630.)

Pacific Steam Navigation Company (British), Sanderson & Son, Inc., Agents, 26 Broadway, New York City. (Telephone: Broad 2360.)

Other lines, principally freight, but having passenger accommodations, include the "Booth," "Houston" and "Prince" to the East Coast, and "Wessel Duval" and "Peruvian" to the West Coast.

A FEW GOOD BOOKS ABOUT SOUTH AMERICA

I am frequently asked about the best late books regarding South America that should be read by the person who is contemplating or making a visit to its countries. To give a complete list would fill many pages. Without favoritism or order of importance there are listed below the titles and authors of a few really interesting and instructive books that can be obtained at representative book stores in the principal cities:

"The Argentine Republic." Pierre Denis.
"Chile Today and Tomorrow." L. E. Elliott.
"Inca Land" (Peru). Hiram Bingham.
"Industrial and Commercial South America." A. S. Peck.
"South American Tour." A. S. Peck.
"Anglo-South American Handbook." W. H. Koebel.
"South of Panama." E. A. Ross.
"Chile and Her People of Today." N. O. Winter.
"South America." James Bryce.
"Latin America and the United States." Graham H. Stuart.
"The Republics of Latin America." H. G. James and P. A. Martin.

"The United States and Latin America." J. H. Latané.
"The Tail of the Hemisphere: Chile and Argentina." Frank G. Carpenter.
"The States of South America." C. W. Domville-Fife.
"Understanding South America." C. S. Cooper.
"Seeing South America." 90 pages. W. A. Reid, Pan American Union.
"Ports and Harbors of South America." 120 pages. W. A. Reid, Pan American Union.
"Future of South America." Babson.
"Through South America's Southland." Rev. J. A. Zahm.
"The Great Southland." W. H. Koebel.
"Brazil, Today and Tomorrow." L. E. Elliott.
"Through the Brazilian Wilderness." Theodore Roosevelt.
"The New Latin America." J. Warshaw.
"History of the Latin American Nations." W. S. Robertson.
"Latin America: Its Rise and Progress." F. Garcia Calderon.

OFFICIAL AND OTHER PAN AMERICAN COOPERATION

Perhaps the best advice that can be given to anyone interested in Latin America and travel to South America is to get into touch with the Pan American Union, Washington, D. C., and request that it will send to the person interested any booklets and data it distributes. It issues descriptive pamphlets on each one of the Latin American countries and has a great many other informative publications relating to cities, products, commerce, resources, education and numerous other topics. I feel that I can say on behalf of my worthy successor, Dr. L. S. Rowe, Director General of the Pan American Union, that he and his able staff are always ready to do anything in their power to promote Pan American travel. During the thirteen years that I enjoyed the honor of being at the head of that organization, we did everything possible along this line.

The principal and most comprehensive United States Government source of information about Pan American trade, and financial, commercial and economic conditions, is the Bureau of Foreign and Domestic Commerce of the Department of Commerce and its Latin American Division, which regularly publishes a vast amount of valuable material covering South America that can be obtained on application to Julius Klein, The Director of the Bureau, or to J. R. McKey, Acting Chief of the Latin American Division, Washington, D. C.

The Pan American Society of the United States at 89 Broad Street, New York City, organized eleven years ago by a group of those of us deeply interested in Pan Americanism to promote acquaintance, mutual knowledge and friendship among the American republics and peoples, will always through its secretary, Miss M. C. Ottmer, gladly answer any questions as to South American travel. Severo Mallet-Prevost is president.

To all those interested in Pan-Americanism, I want to say that I am now trying to organize an International Pan American Committee that will be composed of men and women in both North America and South America

who believe in promoting the closest Pan American relations of commerce, culture, trade and travel, and who desire to see Pan Americanism, which means the "co-operation of all the American countries and peoples for the common good and welfare of the Western Hemisphere and, through their united influence, for the common good, welfare and peace of the entire world," become a triumphant and world-recognized power for world betterment. I therefore take advantage of this opportunity to ask all men and women who are interested in such an altruistic movement and are willing to become members of such a committee to inform me accordingly.

Particularly anxious am I to hear from those who would be willing to endow or help forward by substantial contributions—no matter how small or large—a mighty continental and world peace and progress plan of this noble and comprehensive character. Neither Europe nor Asia has a call or opportunity for the United States greater than that of our twenty *sister* American republics and peoples.

In conclusion it can be stated that in my new professional work, as Adviser, Arbitrator and Counsellor in Pan American and other International Activities, which I have undertaken since resigning from the Pan American Union, based on my twenty-nine years experience in international affairs of both the new and old world, it will give me pleasure to try to answer any questions that may be addressed personally to me at the University Club, New York City, or the Metropolitan Club, Washington, D. C.

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